



PortsToronto

Billy Bishop Toronto City Airport

Community Liaison Committee

Meeting #42

Meeting Minutes

May 26th, 2021

Virtual Meeting

Toronto, Ontario

Minutes prepared by:





These meeting minutes were prepared by LURA Consulting. LURA is providing neutral third-party consultation services for the Ports Toronto Community Liaison Committee (CLC). These minutes are not intended to provide verbatim accounts of committee discussions. Rather, they summarize and document the key points made during the discussions, as well as the outcomes and actions arising from the committee meetings. If you have any questions or comments regarding the Meeting Minutes, please contact either:

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Summary of Action Items from Meeting #42

Action Item	Action Item Task	Who is Responsible for Action Item
M#42-A1	Finalize CLC Meeting #41 Minutes and post to the PortsToronto website.	LURA
M#42-A2	Deborah Wilson to request Michael David to attend CLC #43 to provide clarification on the GHG found in the airport sustainability report.	PortsToronto
M#42-A3	CLC members to provide questions on the Sustainability Report to Alexander Furneaux by September 1st, 2021, if they have any.	ALL

List of Attendees

Name	Organization (if any)	Attendance
COMMITTEE MEMBERS		
Brent Gilliard	On behalf of Councillor Joe Cressy, Ward 10 – Spadina-Fort York	Absent
Bushra Mir	On behalf of Councillor Joe Cressy, Ward 10 – Spadina-Fort York	Absent
Nicole Waldron	On behalf of MP Adam Vaughan, Spadina-Fort York	Absent
Bryan Bowen	City of Toronto – Waterfront Secretariat	Regrets
David Stonehouse	City of Toronto – Waterfront Secretariat	Absent
Michael Perry	Air Canada	Absent
Brad Cicero	Porter Airlines	Present
Scott Brownrigg	Nieuport	Absent
Matthew Kofsky	Toronto Board of Trade	Absent
William Peat	Ireland Park	Absent
Chris Glaisek	Waterfront Toronto	Absent
Joan Prowse	Bathurst Quay Neighbourhood Association (BQNA)	Present
Bev Thorpe	Bathurst Quay Neighbourhood Association (BQNA)	Present
Lesley Monette	Bathurst Quay Neighbourhood Association (BQNA)	Present
Hal Beck	York Quay Neighbourhood Association (YQNA)	Present
Sarah Miller	Toronto Island Community Association (TICA)	Present
Jonathan Bagg	Nav Canada	Absent
Dave Purkis	Nav Canada	Absent
Tyson Morelli	Nav Canada	Absent
Oliver Hierlihy	Waterfront BIA	Present
Dorsa Alizadeh-Shabani	Waterfront BIA	Present
Tim Kocur	Waterfront BIA	Absent
PORTSTORONTO REPRESENTATIVES		
Angela Homewood	PortsToronto	Present
Gene Cabral – Chair	PortsToronto	Present
Chris Sawicki	PortsToronto	Absent
Michael Antle	PortsToronto	Present
Bojan Drakul	PortsToronto	Present

Deborah Wilson	PortsToronto	Present
Mike MacWilliam	PortsToronto	Present
Michael David	PortsToronto	Absent
Jessica Pellerin	PortsToronto	Absent
Mark Smith	PortsToronto	Absent
Geoffery Wilson	PortsToronto	Present
Holly Campbell	PortsToronto	Present
FACILITATION		
Jim Faight	LURA Consulting	Present
Alexander Furneaux	LURA Consulting	Present

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Appendix A – Meeting Agenda

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1. Welcome and Introductions

Jim Faught (LURA Consulting) welcomed members of the Billy Bishop Airport (BBTCA) Community Liaison Committee (CLC) to the 42nd committee meeting and provided an overview of the agenda.

The meeting agenda is included in **Appendix A**.

2. Review of Previous Meeting Minutes

Mr. Faught reviewed the status of the meeting minutes from CLC Meeting #41 held on February 24th, 2021. He inquired whether any CLC members had any additional comments before finalizing and publishing on the PortsToronto website. The BQNA representative asked for the sustainability report and noise report to be added to the discussion. Jim Faught acknowledged the request and added this discussion item under “Business Arising”. With no additional comments being raised, the minutes will be finalized and published following the meeting.

M#42-A1 Finalize CLC Meeting #41 Minutes and post to the PortsToronto website.

3. PortsToronto – Billy Bishop Airport Request for Interest (RFI)

Geoffrey Wilson (PortsToronto) provided an update on Billy Bishop Airport Request for Interest (RFI). He emphasized that the Billy Bishop Airport aims to be a top City Airport in an urban environment, meaning it should be cleaner, greener and quieter. At the same time, there is a significant loss of employees due to the Covid-19 pandemic, some of which are furloughed. The RFI intends to bring in a strong financial partner with capital to support the Airport. Key points from Mr. Wilson’s updates on this topic include the following:

- The Billy Bishop Airport (BBTCA) and broader PortsToronto organization had to let go 40% of their staff, with some being furloughed. This is a serious matter that was not taken lightly. Many of these were long-term staff.
- The RFI is an opportunity to bring in a strong financial partner that can assist the BBTCA in its maturation and help it accomplish its mission statement goals. This is the first step and an exploratory stage to see if the premise is correct and if people are interested.
- The potential partner must respect the community and have intimate local knowledge and other qualities that positively benefit and support BBTCA. If they cannot create positive impacts or ways to make things better, it is unlikely that the partnership will proceed.
- The RFI is still in process, and nothing has yet to be determined. Therefore, some information cannot be shared at this stage.
- This partnership would come in the form of a sublease. The BBTCA would be leased to the potential partner, but PortsToronto remains the Tripartite Agreement’s signatory. All of the obligations existing in the Tripartite Agreement will be passed on, including labour agreements, lease agreements, and operating agreements. This is not a tactic to extend runways or reintroduce jets, PortsToronto is well aware of the community’s position on this, and this process is not to reopen that discussion.
- BBTCA is planning for beyond 2023; BBTCA will continue to provide convenient access to downtown Toronto accessible by transit, cycling, and walking. With more people starting to return to Downtown core for work, BBTCA would hold even more significance in the area.
- In conclusion, this RFI seeks to examine potential investors who can add value to BBTCA’s long-term development. They would have the expertise, the experience, the financial capacity and

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the ability to support risk in a volatile aviation environment. The potential partner should be able to assist BBTCA to modernize to a cleaner, greener and quieter Airport.

Mr. Wilson then opened the floor up for any questions from BBTCA members.

The BQNA representative asked why there is a need for an RFI and who would be the potential sublessee. They understand the difficulty in the aviation industry but are concerned the potential partner may be like Nieuport Aviation, who has yet to fix the diesel bus issue. They also worry that no potential partners truly know the City well and live in the City.

Mr. Wilson agreed with these concerns and addressed the two questions. Firstly, while PortsToronto still has money, they are burning through liquidity quickly even after laying off a lot of staff and cutting expenditures. BBTCA has been closed to passenger Air Carrier Service since March 2020, but hopefully will be back in the air starting sometime in July 2021. Consumer confidence may also increase with the roll-out of vaccines. BBTCA would be stronger and more capable of rebounding with a stable financial partner who can bring expertise and fresh liquidity. Some possible partners who are well-known investors in aviation infrastructure are:

- Ontario Teachers Pension Plan (OTPP)
- Ontario Municipal Employees Retirement System (OMERS)

These two are Toronto-based major investors in the London City Airport, similar to the BBTCA in geography and philosophy. Other potential Canadian partners and major investors may include but not limited to:

- Canada Pension Plan (CPP)
- Caisse de dépôt et placement du Québec (CDPQ)
- Alberta Investment Management Corporation (AIMCo)
- Canada Public Service Pension Plan (PSP)
- Brookfield Asset Management

It is important to note that CPP has been at the front end of investing in ports and airports for 15 years, while others are also catching up. This group of Canadian pension funds are all very experienced and knowledgeable. Globally there are around 30 major players who are investors in airports. They are mainly in Europe, Australia, Asia and South America. Europe and Australia are more advanced with a solid private-public-partnership history. The attraction for them to invest in airports is the long-term investment holds because they have the obligations to pay out pensions to their members over a long time. Some of the potential global investors may include but are not limited to:

- Manchester Airport Group – England
- Frankfurt Airport Group – Germany
- Schiphol Airport Group – Netherlands
- Macquarie Group – Australia
- Ferrovial, S.A. – Spain

The BQNA representative worries that the partnership is fundamentally hinged upon the Tripartite Agreement, which is ending in 12 years. They question what assurance the prospective partners would have to commit to long-term investment.

Mr. Wilson expressed that they are currently not in a position to give any assurance. BBTCA has reached out to the City of Toronto to discuss challenges for investing in an airport with an impending expiry date of the Tripartite Agreement. He noted that 12 years is extremely short in the lifecycle of an airport. It usually takes 15 years to build major infrastructure. Therefore, BBTCA felt responsible for reaching out

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to the City and proposing a discussion around 2033. The discussion is not on the runways or jets, but on the continuation of the successes of an airport with an essential role in the City of Toronto. The RFI is very honest about the situation, and investors will be fully informed coming into this discussion. When the terminal was sold five years ago, the 2033 expiration date was factored into the pricing, but it did not dissuade investors from purchasing the terminal.

The BQNA representative mentioned there were a lot of community discussions after the talk between Porter Airlines and Pearson about establishing a passenger jet service at that airport. They wonder if BBTCA has any comments on that. Mr. Wilson responded that BBTCA could not speak to Porter Airline's expansion at Pearson Airport, but they have been a good partner and tenant for the BBTCA.

The YQNA representative asked about the difference between a lease and a sublease. They think that the potential partner should be a sublease and would like to confirm that. Mr. Wilson answered that it would be a series of subleases and assigned leases. They cannot assign obligations of the Tripartite Agreement, so in that case, it would be a sublease. Other leases such as commercial operations would be assigned with the permission of the existing lessee.

The YQNA representative raised another question in paragraph 25, section 4 of the RFI on maintaining existing staff. The representative identified a concern about the potential loss of institutional memory at the airport. The representative identified that his preference is to have the remaining staff in place and not leave, so there will still be the existing benefits of a deeper understanding of the Waterfront Community's issues. Mr. Wilson emphasized that BBTCA has brilliant skills and experiences; most have over five years of experience, with more than 10 years at this airport and many more years in the industry. Although potential partners could bring in a new management team, investors would likely want to keep that respect and connections with the community and see the staff as an asset to their investment. They are unlikely to want to disturb the operations of a well-functioning airport as this will have negative consequences on their investment. The RFI is not seeking someone who can run the airport better than the existing staff team.

The YQNA representative then asked a question from page 23 regarding some contacts noted for PortsToronto and interests in consulting. The signatories of this lease agreement are Transport Canada and City of Toronto, with the other parties who will probably sign-on. Concerning this agreement, who were the contacts for Transport Canada and City of Toronto? Mr. Wilson responded that Transport Canada and the City of Toronto are not directly involved in the process. BBTCA is not looking to change or open anything in the Tripartite Agreement through the RFI. Both parties were well briefed and consulted about the RFI, and there is the sense that they are supportive and understanding.

The YQNA representative pointed out that on page 1, the potential partnership would reduce the overall debt position and enhance liquidity. What would be the benefits to the other signatories of this? Mr. Wilson answered that ports and airports tend to grow as the economy grows, so for investors, this is a stable growth rather than a rapid growth. It is a long-term managed growth of assets that would increase in value as the City of Toronto grows.

The YQNA representative raised a technical question on page 3 on the annual slots, of which there are 63,000 (roughly 183 slots per day). They wonder if these are all Q400 slots that are being referred to. Mr. Wilson replied that those are the commercial slots utilized by Porter and Air Canada Q400 aircraft. There is no impetus to add jets as they are not part of the platforms.

The YQNA representative also asked what CAGR stands for on pages 5-6. Mr. Wilson answered that CAGR stands for Compound Annual Growth Rate.

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The YQNA representative then questioned on page 20, why the airport improvement fees were lowered from \$20 to \$15 per passenger in 2019. This is unusual especially when the airport improvement fee is meant to amortize costs. Mr. Wilson explained that the Minister of Transportation requested that Canadian airports rein in costs to compete with the United States airports, which are supported by Federal Aviation Administration (FAA) money. BBTCA completed a fairly significant round of capital investment in redoing the runways, taxiways, lighting and other security components. They calculated how much AIF is required to meet debt obligation, then went one step further and shaved the fee for a lower cost of operation. This made BBTCA more attractive to Canadian passengers who are using the airport. BBTCA did this because they were asked to and believe it was the right thing to do. However, they would not be in a position to do this again going forward. Some other airports were around \$40 per passenger, but because BBTCA could reduce the cost, they decided to do it regardless.

Lastly, the YQNA representative pointed out that on page 22, the Master Plan sets the course for BBTCA to become the quietest airport globally in an urban environment. They assume that the urban environment means urban marine environment, as opposed to an urban city environment. They also wondered whether the “quietest airports in the world” is considering the noise impact on the residence or the total decibels generated by the operation. Mr. Wilson clarified that it means the total decibels generated by the operation. With the current and advancing technology, there many possibilities to reduce BBTCA’s environmental and noise footprint. He again stressed that downtown airports must be cleaner, greener and quieter. If the RFI works, then the BBTCA can reach that goal sooner and with more stability in course. Mr. Wilson invites everyone to join the virtual Annual General Meeting happening on June 14th.

4. Bathurst Quay Neighbourhood Plan Update

Alexander Furneaux (LURA Consulting) provided updates on behalf of Bryan Bowen (City of Toronto Waterfront Secretariat), indicated by email that he could not attend. Mr. Furneaux provided an update on the Bathurst Quay Neighbourhood Plan (BQNP), specifically the consultation on plaza design is moving forward. There will be a Stakeholder Advisory Committee on June 7th and a virtual Community Open House on June 16th. Mr. Furneaux noted that Bryan indicated he could take any follow-up questions from the committee by email.

CLC members responded that the first Stakeholder Advisory Committee meeting for BQNP went very well with lots of good dialogue. It was a great opportunity to meet everyone involved.

5. PortsToronto Updates

Gene Cabral (PortsToronto) discussed that despite being 14 months into the pandemic, PortsToronto remains open with tight protocols for airport staff and ensuring community safety. In the past few months, there were a few cases where staff came into the workplace asymptomatic, but there was no spread. It is a constant reminder to remind everyone to take precautions. PortsToronto is working closely with the Province for rapid testing for airport employees and finalizing details for PortsToronto staff and companies that want to participate. This rapid testing will be within the Province’s framework and similar to what Pearson Airport has implemented.

Mr. Cabral then provided updates on BBTCA, addressing aviation from a macro perspective and next steps. He was glad to report that the airport remains open and expects to see more businesses return. Ornge played a critical role in vaccine roll-out across Ontario, transporting patients from Toronto to other locations in the Province and vice versa. In terms of aircraft movements, there were 18,000 total movements up to April for 2021 at the Airport, which is about a 20% decline compared to 2020, and

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50% decline compared to 2019. The decline was mainly due to a lack of commercial activity and stay-at-home orders. As business returns to the Airport, PortsToronto will remain focused on compliance for individual users and employees.

The Safe Travels Program launched last August 2020 was specifically directed towards returning passengers to the airport, mainly for Porter Airlines and Air Canada. Although both airlines have not resumed operations, the Safe Travels Program is constantly being monitored and updated to the latest Transport Canada guidelines, Toronto Public Health guidelines, and International Civil Aviation Organization's (ICAO) Council's Aviation Recovery Task Force (CART) standards. BBTCA is ready for the resumption of commercial service pending federal and public health approval to restart operations. Air Canada is still holding June 20th as their restart date, however they will likely push it into July while rebuilding back at their main hubs.

Brad Cicero (Porter Airlines) acknowledged that many speculations were circulating after the Globe and Mail article on the airport, but they have not announced any aircraft purchases and cannot confirm anything. It is usually an industry parlour game of who newly manufactured aircraft may belong to. Porter Airlines' priority is to get started back at the BBTCA this summer. They are still tied to restrictions but are optimistic due to the roll-out of vaccination.

POST-MEETING On July 12th, 2021, Porter formally announced it would be acquiring up to 80 Embraer E195-E2 aircraft for operation out of Pearson Airport. In addition to [the notice](#) posted by Porter Airlines, an email was sent to the CLC on July 12th, 2021, on behalf of Gene Cabral to reassure the CLC that the Embraer jets will not fly from, to, or through Billy Bishop Airport per the Tripartite Agreement.

Mr. Cabral agreed that the stay-at-home order poses restrictions on travel. There are also many current policies suppressing travel in Canada. PortsToronto advocates for a coordinated approach to restart, ensuring that it is science-based and driven with consistency. There are great examples from around the world, so they are pushing for regulators to ensure that Canadian Airports are adapting. Over this past January to April, there was about a 90% decline in passenger traffic, predominately in international passenger transportation. Both British Columbia and Alberta have announced a reopening plan with domestic travelling starting in July, bringing optimism for interprovincial travelling recovery.

Concerning potential pent-up demand, there seems to be a resurgence in travel where vaccination is high. Taking the United States as an example, the pent-up demand has brought passenger volumes back to 60% to 70% of pre-pandemic levels. These are predominantly domestic, and in some areas such as Florida, it can be back to 100% of pre-pandemic levels. On Sunday, May 23rd, 2021, the U.S. hit a milestone of just under 2 million passengers going through American airports. That was only 10% lower than the same number two years ago; the speculation is that this uptick is being driven by pent-up demand from people who want to go out and visit family or relatives or want to travel again. The situation is similar in Europe with the positive recovery of domestic travelling. In Canada, there will likely also be a resurgence of domestic traffic first. Canadian airports are almost in a holding pattern to see when the conditions are appropriate for reopening.

Mr. Cabral then provided the next steps and emphasized that they will continue working with federal and provincial public health and all other relevant agencies. This will help ensure that they will be fully ready to operate within the guidelines when it is safe to restart. As an airport, they will continue to protect everyone while also being prepared for restarting and going back to commercial activities as well. It is still unclear when the resurgence will happen, but they will be ready with all the necessary resources, appropriate infrastructure, and policies. They want to make a good commitment to safety in the workplace and for the passengers too.

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Mr. Cabral then opened the floor up for any questions from BBTCA members.

Mr. Faught asked to clarify whether Porter Airlines has a date for restarting. Mr. Cabral answered that the tentative date is July 20th, 2021.

The TICA representative wanted to confirm the number of flights that occurred between January and April. Mr. Cabral responded there were just over 18,000 total takeoffs and landings mainly driven by local movements in April alone. There were a lot of flight training and local movements from Ornge. These 18,000 movements are a 50% decline from 2019 numbers, around 36,000 movements between January and April. Although there are still fewer flights than the same time in 2019, the numbers are much stronger for April than roughly 10,000 - 11,000 movements last year.

The BQNA representative asked if there are more evening flights than before or roughly the same for Ornge flights. Mr. Cabral responded that it varies from month to month for patient and organ movements. Overall the number of Ornge movements has likely increased however, Mr. Cabral indicated he did not have specific numbers on the change in movements on-hand. The BQNA representative expressed that they have noticed the noise of more jets in the past month.

6. Community Updates

The YQNA representative wanted to discuss the noise management report and the process to amend the Tripartite Agreement as it has become a big topic in the community. This is mainly because of the RFI since it is confusing for many. He noted that people known to be active in the community on matters related to the airport helped others understand where things are moving.

Regarding the Noise Management Report, the YQNA representative noted that there had been requests to have data shown for the past ten years in the report, not just the last five years. He also wondered if the reports could show the number of flights in and out of the airport, broken down by itinerant and local. These numbers will directly impact the complaints because more flights in and out usually result in more general aviation complaints. These complaints also tend to skew towards the Toronto Island residents.

On the second to last page of the noise management report, a comment notes that BBTCA is the most noise restrictive airport in North America operating within Noise Exposure Forecast (NEF) of 25. The representative noted that this perplexing comment has shown up multiple times in reports. NEF 25 is not a standard in the United States but has been a national standard in Canada for about 30 years. Is it possible to know who is the source of the claim, and can this info be reinforced with specific info to the Island? Mr. Cabral explained that the NEF is generally used in the Canadian context. There are no other compliances to stay within the NEF at Canadian Airports. BBTCA is the only airport where this tool is used to ensure flights operate within this requirement, whereas other Canadian Airports use this tool for land use planning purposes only. Other airports do not have restrictions limiting them during peak days of the year with set movements confined by the NEF combined with curfew hours and other measures in place. This circumstance is what the comment on NEF 25 is referring to. Nobody else has the mandate to limit the cap of takeoff and landing on a peak day. The YQNA representative expressed that they would get into this topic more at the Noise Management Subcommittee to help all airport staff understand that further. It seems that the NEF is not in place to calculate the number of flights. Mr. Cabral indicated he is aware of this however, the decision-makers that put the Tripartite Agreement in place use this to control the number of takeoff and landings possible on peak days. BBTCA has moved past using the NEF cap to define growth as that is not the most appropriate approach.

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The YQNA representative indicated he looks forward to a more robust discussion with Transportation Canada on the NEF Study. Mr. Cabral expressed that he knows Transport Canada is preparing to replace the NEF tool. Whatever methodology is used in the future will need to account for the Tripartite Agreement. Transport Canada is aware that there is discussion around noise, and BBTCA will continue to be actively involved during this discussion. Angela Homewood (Ports Toronto) added that this topic is also discussed at the Noise Management Subcommittee (NMSC) meetings. It is a future agenda item for a technical expert to speak to once that person is identified.

The YQNA representative noticed that the report talks about a curfew between 11 p.m. and 6:45 a.m. The report also mentioned there are restrictive management policies between 10 p.m. and 7 a.m. They would like to know the restrictive management processes and requested a copy of the noise impact assessment, which supports any scheduled flights between 10 p.m. and 7 a.m. Mr. Cabral answered that BBTCA is permitted to have flights between 10 p.m. to 11 p.m. and 6:45 a.m. to 7 a.m. From a cost for the operator perspective, there is a three-time multiplier on landing fees for general aviation activities to discourage travelling between 10 p.m. to 11 p.m. and 6:45 a.m. to 7 a.m. There is currently no complete restriction for those periods, but there are limits for commercial activities.

The YQNA representative wondered what the technical support is on substantiating those restrictions. Mr. Cabral expressed that it goes back to when the Tripartite Agreement was first developed. There were conditions set up for the airport's operating time, and the curfew period came later. The BBTCA is operating within the allowed and prescribed times while also discouraging flights between the gaps of 10 p.m. to 11 p.m. and 6:45 a.m. to 7 a.m.

The YQNA representative followed up by asking how this is done at other airports. Mr. Cabral answered that it depends on the airports themselves and varies across the country. Some airports, such as Winnipeg's, operate 24 hours a day. The only applicable condition across all airports in the world is a multiplier if an aircraft does a takeoff or landing during that defined night time period. There is a 16.7 to one NEF impact for takeoff and landing provision. The BBTCA still has one of the tightest operational restrictions with an Airport closure between 11 p.m. and 6:45 a.m. except for Medevac or declared emergency flights.

The YQNA representative thought this might be a question more directed to Transport Canada in terms of how noise is dealt with by other airports. He identified that complaints are still a major issue despite the existing restrictions. Some further discussions and learning need to be done. Nonetheless, the NMSC's work has been valuable.

The YQNA representative then moved on to the next question on the Tripartite Agreement. He noted that 2033 may seem like a far future, but one of the options is to close the airport. There will be a lot of time and resources required to prepare if that is to happen. This includes reviewing program management, a list of technical studies, a robust public consultation, monitoring time for potential technical issues, etc. The process could take up to 7 years to allow for political processes and agreement finalization. The YQNA representative would like to request a standing item for updates on the Tripartite Agreement for the next few meetings. They also reminded committee members of past events that did not go so well, hoping that similar situations would not happen concerning the Tripartite Agreement amendment process.

Following the meeting the YQNA representative provided his proposed schedule of work to be completed before the commencement of the Tripartite Agreement amendment process to have an informed discussion of the agreement. This proposed schedule is included in **Appendix B** and is intended only for an initial discussion to initiate a conversation about the next steps. Ms. Homewood clarified that government infrastructure and decommissioning only happens after the use is complete and never

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happens in advance. Nothing will happen on the government side until the site is completely closed and fully decommissioned if that is the decision.

The YQNA representative then questioned if there is enough time to amend the agreement. Mr. Cabral answered that when 2033 comes, there are rules in the Tripartite Agreement talking about land ownership, who owns the land and who takes possession of the land. PortsToronto has 78% of the land, and the City has 20%, so it is not a given what might happen to the land. PortsToronto is ready for engagement on deciding the future of the airport, however the three parties have not yet expressed a collective interest in starting this discussion now. There is a robust discussion and consultation that needs to happen before any decisions are made. Regarding the City Council motion adopted and often referred to as the John Lively report, many items have been proactively implemented regardless of the Environmental Assessment (E.A.) or jets proposal moving forward. It is a good placeholder to look at all three parties' commitments to move forward in the process.

The YQNA representative is concerned about how COVID-19 could reset and change things. It is difficult to predict what would happen post-pandemic politically, so it is better to be prepared ahead of time. Mr. Cabral said there is anticipation for an update on RESA. A delayed implementation is also expected due to the pandemic. Land ownership sequence is not an automatic transfer from one use to another; owners would first take back the land they own. The BQNA representative agreed that the Tripartite Agreement is an increasingly frequent discussion among people. It is better to be ready for what is coming up. They also requested to have access to the tripartite agreement to read through it in detail.

The Tripartite Agreement can be accessed here on PortsToronto website:

<https://www.portstoronto.com/getattachment/367dfeb7-ce3c-4974-af74-251463074ed2/Tripartite-Agreement.aspx>

The BQNA representative then talked about the increasing number of people on the waterfront due to the nice weather and word of mouth about the waterfront area. The Silo project will also open soon, potentially holding live events for around 2,000 people. In addition, the Canderel development is planning for 450 new residential units. With more people discovering, visiting and moving to waterfront area, there is the need to think of this population increase in the Managed Growth Plan of the Airport. Things have changed since COVID-19, and there are many safety concerns around walking and cycling collisions. The BQNA is working closely with Councillor Cressy to bring in more safety measures along Queens Quay. The BQNA is also working closely with Canderel to discuss the building height and some concerns they have. Mr. Cabral was invited to attend that meeting, and he supports the community's concerns regarding traffic and increasing outdoor activity, and people's presence in the waterfront area. He has and will continue make sure to raise these concerns with City Planning too.

The Waterfront BIA has installed a pedestrian counter in the community to understand how many people are coming and going east-west along Queens Quay. The counter is a little grey box on a lamppost and uses passive infrared to do the counts. It is not a gross count but rather a volume measure. Currently, it seems to be on track to be around the average for a typical year at the waterfront. They are happy to share those data through email requests.

The Toronto Island Community Association (TICA) representative provided an update next. They indicated that the RFI triggered a lot of exchange, speculation and concerns among the community members due to its vagueness. People are already coalescing around converting the airport into parkland, and enhancing beaches and the natural environment. They are starting to think about how the Toronto Island Park can be managed and used differently, especially in the context of the emerging Toronto Island Master Plan.

The TICA representative noted that the Island has been well used throughout the pandemic and is often very busy. They are of the opinion that more park space is urgently needed downtown, and people hope to see a cleaner, greener and less noisy environment. The representative was curious about the number of medical flights through the airport and the capacity of hospitals to accommodate patients. Overall, the representative noted that ongoing communications will be important between now and the end of the Tripartite Agreement. People are concerned that things are not being communicated properly and believe there should be more transparency in this process.

7. Noise Management Subcommittee

Ms. Homewood mentioned that the last meeting was on May 5th, 2021, and they will be reviewing the draft meeting minutes. Agenda items for that meeting included the permanent noise monitor terminal installations. Little has changed regarding installing additional monitors due to stay-at-home orders. PortsToronto will be doing more work on installations at Windward and Ontario Place moving forward. Work on the Ground Noise Study is minimal at this time. The background tasks are mostly complete and ambient noise monitoring will commence when the airport resumes regular operations. There were follow up questions and discussion items raised by the subcommittee members during a meeting with one of the study leads' (Colin Novak, Akoustik Engineering) presentation at a recent last meeting, resulting in a lot of time was spent reviewing these questions and providing clarifications. The 2020 Noise Management Report was also presented and received feedback from committee members. These are good pieces of feedback to implement additional refinements moving forward for the 2021 report. Future agenda items were also discussed, including soliciting help from technical experts on specific items over the coming months. The next meeting is scheduled for September 8th, 2021.

The YQNA representative thanked PortsToronto for supporting the ongoing work of the subcommittee. They believe that this subcommittee has been a great opportunity to learn more about the noise environment and lay groundwork for more understandable report templates of important studies. The YQNA representative has generated a more detailed list of possible future meeting agendas. They do not want to make it an academic exercise, so they are still refining it for future meetings.

The TICA representative wondered how flexible this work could be if the airport cannot operate for the next while. Is it possible to extend the work timeline to critical data can be collected? Ms. Homewood clarified a point of confusion. The Ground Noise Study led by Akoustik Engineering is different from the Air Quality Study, which is a partnership with the University of Toronto, BQNA, and the City. The NMSC involves community members and gets subject matter experts in as needed with the Ground Noise Study. The study is waiting to complete additional work that requires the airport to be operating at a "normal" level to understand the ambient noise environment around the airport.

8. Air Quality Study Updates

The BQNA representative provided an update that the University of Toronto hosted a presentation to the broader community on May 13th, 2021, regarding the Air Quality Study. Over 45 people attended on Zoom, and it was advertised locally through Facebook and websites. The University said they were impressed by the level of questions (e.g., comparison to other areas; in/outdoor locations; what does ultrafine mean; airport operating status, etc.). As a result, there are lots of interest in the partnership going forward.

The YQNA representative expressed there were some technical difficulties in joining the meeting online. The University of Toronto was in charge of the technical platform set up, so this feedback will be brought to their attention for improvements.

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Ms. Homewood would also like to push for the core team to meet. The communications subcommittee is moving along with regular monthly meetings. They have not had a technical committee meeting yet, but the administrative framework is well in place and could help with future communications and collaborations. Things have been working well since the subcommittee kicked off in March 2021.

The BQNA representative mentioned that there is someone from the communications subcommittee that does work with Public Health. They can provide insight from the public health perspective. A report from Radio Canada also got in touch with the committee and did some interviews in French. The committee will keep track of those articles and media releases.

9. Business Arising

Mr. Faught asked CLC members if there were any outstanding items to address at this meeting. He mentioned that both PortsToronto and BBTCA's Sustainability Report was sent out for review.

The BQNA representative was confused about the scope of Green House Gas (GHG) emissions. In 2020, PortsToronto's scope 1 and 2 was 1,654, and the tenants' scope was 370. What is the explanation behind this difference? Does the tenant number normally include the airplanes?

Deborah Wilson (Ports Toronto) will ask Michael David (PortsToronto) to come to the next CLC meeting with more information, as he is the one that calculates all the GHG data. All external GHG emissions data are calculated by another consultant (Delphi Group), who specializes in this matter.

Mr. Cabral thinks it is a great agenda item to explain calculations and see from the airport's perspective regarding the GHG emission reduction targets. However, it is better to have Mr. David speak to this topic with more data information to understand the airport. There will be policy coming out before the next meeting for achieving more aggressive targets by airports globally.

M#42-A2 Deborah Wilson to request Michael David to attend CLC #42 to provide clarification on the GHG found in the airport sustainability report.

The BQNA representative wanted to share the sustainability report with the Air Quality group since they are curious about the levels pre-Covid. They may have specific questions, and they would not need to wait until the next meeting in September.

Ms. Wilson would prefer to have any related questions on this matter forwarded to them so they can direct these questions to Mr. David or Delphi Group for answers. The BQNA representative mentioned a meeting on June 2nd, 2021, with the core group so that they will send in any questions in advance for discussion.

M#42-A3 CLC members to provide questions on the Sustainability Report to Alexander Furneaux by September 1st, 2021 if they have any.

Mr. Faught announced that the next meeting is on September 22nd, 2021, at 6:30 p.m.

The meeting adjourned at approximately 8:45 p.m.